

		NTSB ID: LAX01LA121		Aircraft Registration Number: N6123A	
		Occurrence Date: 03/18/2001		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place OJAI	State CA	Zip Code 93023	Local Time 1800	Time Zone PST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Schweizer		Model/Series 269C		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On March 18, 2001, about 1800 Pacific standard time, a Schweizer 269C, N6123A, rolled over during a forced landing near Ojai, California. The forced landing was precipitated by a loss of engine power in cruise flight. Sun Air Aviation LLC was operating the helicopter under the provisions of 14 CFR Part 91. The private pilot was not injured and two passengers sustained minor injuries. The helicopter sustained substantial damage. The local personal flight departed Camarillo, California, about 1640. Day visual meteorological conditions prevailed, and no flight plan had been filed. The primary wreckage was at 34 degrees 28.51 minutes north latitude and 119 degrees 23.90 minutes west longitude.</p> <p>The pilot submitted a written statement. He was in cruise at 4,700 feet. He planned to fly along a ridgeline northwest of Lake Casitas. As he approached the mountaintop, the nose suddenly veered to the left. He heard several coughing sounds from the engine. He entered an autorotation, but could not reach the flat mountaintop. The helicopter collided with the terrain and rolled. He secured the fuel shutoff valve, pulled the mixture control out, and turned the battery and ignition switch off. He observed fuel leaking from the helicopter.</p> <p>The wreckage was examined by a Safety Board investigator at Ray's Aviation, Santa Paula, California, on May 18, 2001. The investigator established control continuity for the throttle and mixture controls. Both controls moved freely from stop to stop. The bottom spark plugs were removed from each cylinder. The spark plug electrodes were gray in color, which corresponded to normal operation according to the Champion Aviation Check-A-Plug AV-27 Chart.</p> <p>The Safety Board investigator established continuity for the collective and cyclic. The investigator added 4 quarts of oil and set up a temporary fuel supply. The engine started on the fifth attempt. The engine ran smoothly; oil and fuel pressures indicated within the green operating range on their respective instruments. Once the oil temperature rose into the green operating range, the engine was run up to 2,000 rpm and a magneto check was completed. The rpm dropped about 200 rpm when each magneto was selected, and the engine continued to run smoothly. No fuel or oil leaks were observed after engine shutdown.</p> <p>An examination of the engine logbooks revealed that maintenance personnel complied with TEXTRON Lycoming Mandatory Service Bulletin 388B on February 16, 2001, at a Hobbs time of 409.6 hours. This inspection revealed that the exhaust guides for cylinders No. 3 and No. 4 were not within the allowable limit range. The exhaust pushrods for both cylinders were damaged and replaced. Maintenance personnel reamed the exhaust guides in both cylinders as corrective action. The Hobbs meter read 462.6 at the examination. The accident occurred at an estimated 230 hours since the engine was overhauled by a maintenance facility.</p> <p>On June 15, 2001, a Safety Board investigator and the Textron Lycoming representative removed and disassembled all four cylinders. They determined the pushrods were straight. The exhaust valve</p>					
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Narrative (Continued)

for cylinder No. 4 appeared different from the other exhaust valves. The number 4 piston was not mechanically damaged. Cylinder No.4 was sent to the Lycoming factory.

The No. 4 cylinder exhaust valve was inspected under the supervision of a Safety Board investigator at the Textron Lycoming facility in Williamsport, Pennsylvania, on September 20, 2001. An oversized "go-no go" tool was used to examine the exhaust guide of the cylinder, with no discrepancies noted. The exhaust valve stem was inspected under a microscope and no metal transfer was observed on the stem.

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Schweizer		Model/Series 269C		Serial Number S1523	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 3	Certified Max Gross Wt.	2050 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: HIO-360-D1A	Rated Power: 170 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 03/2001	Time Since Last Inspection 37 Hours	Airframe Total Time 3294 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner SUN AIR AVIATION LLC		Street Address			
		City CAMARILLO	State CA	Zip Code 93010	
Operator of Aircraft SUN AIR AVIATION LLC		Street Address			
		City CAMARILLO	State CA	Zip Code 93010	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
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First Pilot Information																																																																																													
Name		City		State	Date of Birth																																																																																								
On File		On File		On File	On File																																																																																								
Age	24																																																																																												
Sex: M	Seat Occupied: Left	Occupational Pilot? Unknown		Certificate Number: On File																																																																																									
Certificate(s): Private																																																																																													
Airplane Rating(s): None																																																																																													
Rotorcraft/Glider/LTA: Helicopter																																																																																													
Instrument Rating(s): None																																																																																													
Instructor Rating(s): None																																																																																													
Current Biennial Flight Review? 12/2000																																																																																													
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 08/2000																																																																																									
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>109</td> <td>80</td> <td>25</td> <td></td> <td>12</td> <td></td> <td>1</td> <td>86</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>29</td> <td>21</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>21</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>43</td> <td>16</td> <td>24</td> <td></td> <td>8</td> <td></td> <td>1</td> <td>18</td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>28</td> <td>4</td> <td>14</td> <td></td> <td>2</td> <td></td> <td></td> <td>10</td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	109	80	25		12		1	86			Pilot In Command(PIC)	29	21						21			Instructor											Instruction Received											Last 90 Days	43	16	24		8		1	18			Last 30 Days	28	4	14		2			10			Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No																																																																																									
Second Pilot? No																																																																																													
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Type of Flight Plan Filed: None																																																																																													
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SBA	1753	PST	10 Ft. MSL	24 NM	240 Deg. Mag.
Sky/Lowest Cloud Condition: Few			15000 Ft. AGL		Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.06 "Hg
Temperature: 16 °C		Dew Point: 14 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 250		Wind Speed: 5		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration:					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers			2		2	
- TOTAL ABOARD -			2	1	3	
Other Ground						
- GRAND TOTAL -			2	1	3	

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Administrative Information		
Investigator-In-Charge (IIC) HOWARD D. PLAGENS		
Additional Persons Participating in This Accident/Incident Investigation: DON WARNER Federal Aviation Administration Van Nuys, CA MARK PLATT Textron Lycoming Van Nuys, CA Henry Gantner Sun Air Aviation LLC Camarillo, CA		
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